```
20000523.ba v02_n899.bam.20000523

>From ???@??? Tue May 23 12:41:10 2000 -0500
Message-Id: <200005231736.e4NHabs13521@sco.theporch.com>
Date: Tue, 23 May 2000 12:36:09 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2899
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BOATANCHORS Digest 2899

Topics covered in this issue include:

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  1) RE: DZ-2/Lady Be Good
     by "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
  2) RE: DZ-2/Lady Be Good
     by Bill Strangfeld <bstrang@iac.net>
  3) RE: DZ-2/Lady Be Good
     by William Donzelli <aw288@osfn.org>
  4) Rebuilding electrolytics (long)
     by James.Reid@merisel.com
  5) Dayton Report (long)
     by "Jay H. Miller" <jmiller@teleteam.net>
  6) WTB CE 458 VFO
     by Gerald Morris <k6qy@mindspring.com>
  7) Re: Rebuilding electrolytics (long)
     by Arden Allen <gumbear@pacbell.net>
  8) Line regulators in NC
     by "Rhett T. George" <rtg@ee.duke.edu>
  9) Re: SS Rectifier replacement question
     by "Bob Duckworth" <wb4mnf@atl.org>
 10) RE: Rebuilding Electrolytics
     by "Barry L. Ornitz" <ornitz@tricon.net>
 11) Looking for type 913 tube
     by Ron Hershey <rhershey1@uswest.net>
 12) Re: Rebuilding Electrolytics
     by Arden Allen <gumbear@pacbell.net>
 13) Re: SS Rectifier replacement question
     by "Bob Duckworth" <wb4mnf@atl.org>
 14) Re: SS Rectifier replacement question
     by Bob Roehrig <broehrig@admin.aurora.edu>
 15) RACAL spkr ID
     by "Ed Tanton" <n4xy@att.net>
 16) Re: RACAL spkr ID
     by Arden Allen <gumbear@pacbell.net>
```

Date: Mon, 22 May 2000 14:33:26 -0400

From: "ROBERT W. DOWNS" <RWDowns_WA5CAB@compuserve.com>
Subject: RE: DZ-2/Lady Be Good
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <200005221433_MC2-A5FC-7271@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
      charset=ISO-8859-1
Content-Disposition: inline

Marty,

If the "Lady-Be-Good" had been hauling an SCR-506, she wouldn't have gone=

to Ploesti in the first place. Couldn't have hauled any bombs. Ya ever
try to pick up a BC-653? :-)

For a bit of trivia, my father-in-law, who was stationed at Wheelis at th=
e
time, was in the party that flew out and off-loaded the ammunition.

>If B24 "Lady-Be-Good" had DZ-2 rather than SCR-506 loop she might not
now be in the Sahara.
<

73,
Robert Downs
WA5CAB
Houston

Date: Mon, 22 May 2000 14:42:19 -0400 (EDT)
From: Bill Strangfeld <bstrang@iac.net>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: DZ-2/Lady Be Good
Message-ID: <Pine.SUN.3.93.1000522143946.22552A-100000@crystal.iac.net>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

On Mon, 22 May 2000, ROBERT W. DOWNS wrote:

> If the "Lady-Be-Good" had been hauling an SCR-506, she
> wouldn't have gone to Ploesti in the first place.
> Couldn't have hauled any bombs. Ya ever try to pick up a
> BC-653? :-)

Yup. BC-653 tx is hereby nominated as an entry in the Most Pounds Per Watt Contest (grid-modulated division).

Bill W8FIX

Date: Mon, 22 May 2000 14:48:16 -0400 (EDT)
From: William Donzelli <aw288@osfn.org>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: DZ-2/Lady Be Good
Message-ID: <Pine.SUN.3.91-FP.1000522144741.7740E-100000@osfn.org>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

> If the "Lady-Be-Good" had been hauling an SCR-506, she wouldn't have gone
> to Ploesti in the first place. Couldn't have hauled any bombs. Ya ever
> try to pick up a BC-653? :-)

SCR-269 maybe?

William Donzelli
aw288@osfn.org

Mime-Version: 1.0
Date: Mon, 22 May 2000 11:23:57 -0700
Message-ID: <0092DB9F.C22034@merisel.com>
From: James.Reid@merisel.com
Subject: Rebuilding electrolytics (long)
To: Old Tube Radios <boatanchors@theporch.com>
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit
Content-Description: cc:Mail note part

Greetings all,

This is sort of a commentary relating to some of the experiences I've been "enjoying" with a restoration project that has been on going since about '94 or so. Delete at will.......

I have been restoring this 1952 RCA 17" television set. A great deal of time has been spent in search of a flyback transformer to replace the crispy one that came with it. In my travels, I also managed to find a CRT that had a bit more emission than the existing one.

The wax blobs, black beauties, and postage stamp micas have all been changed out with modern day equivalents(read that as Orange Drops). I hope I'm not in for too much of surprise when it comes to circuit operation. I have tried to keep the replacements in pretty much the same physical location as the originals. Initially, I had thought about using the wire wrap technique described here a few weeks ago to preserve the original construction of the unit. After a close inspection of the wiring on this set, I'd have to say preserving the construction would result in very poor operation of the tv.

Many of the joints appear to have poor mechanical strength and I have never seen so many wires melted by a soldering iron. I cannot believe this much damage could be imparted by a repair tech. It had to have been done at the factory. My only guess is that RCA probably had a huge shortage of talented assembly people as many were shipped off to the Korean War. The notes in the RCA schematic mention the fact that many substitutions may be present due to a shortage of parts which I also believe was attributed to the war effort.

The electrolytics are not as easy to swap out with modern stuff. Yeah, there are discreets you can try and nestle in the chassis, but you've just about gotta stick a terminal strip in there somewhere and that gets tricky. So I decided to try my hand at rebuilding. Oh boy......

So far the hardest part has been getting the can out with busting all the twist-locks off. I only lost one on the current can, but I've still got two caps left to extricate, both with excessive amounts of chassis soldering.

Once the can was out, I took a few measurements and found some modern replacements that will fit inside(thank god for Mouser!). This particular unit is a four section can, so it was a tall order getting everything to fit.

I had to decide how to open the can gracefully enough to remove the insides and still be able to somehow get the thing back together. I wasn't exactly sure where to cut the can open. I figured right where the basic can diameter meets the mounting flange diameter would be the easiest to disguise, but after more inspection, this would make it impossible to get to the connections that peek through the phenolic insulator. I decided to go for the lip(the largest diameter of the can). This will let me get the seal apart also.

Now what to cut it with? My first choice was a tubing cutter. Bad decision. The aluminum is too soft and there's just not enough surface for the rollers to ride on. All I got was a nice indent all the way around the can. Next try was a fine blade jeweler's saw. This worked a lot better and in about 5 minutes, I had a cut all the way around.

I expected the short piece to just pop off, but that seal is pretty tough and it takes a little effort to remove the cut part. Resist the temptation to pry with a screwdriver as you'll bend the aluminum. Once the ring is off, you can now gently pry under the phenolic insulators to try and break the aluminum connections to the outside world. The seal is actually a piece of rubbery stuff sandwiched between two phenolic wafers. When the can is crimped, the two wafers squish the rubber and it exudes into every place it can get. After a billion years of being compressed, it's very hard to get the wafers to separate from the rubber and you must separate them to get to the connections. I found an overnight soak in a covered beaker of laquer thinner did the trick. Flammability and vapor alert! The rubber just decomposed and the wafers came apart easily.

When the end cap has been removed, you get to see what makes this thing tick. It's a big huge roll of very tightly wound "stuff". It also doesn't have a very pleasant odor. I donned a chemical mask as I suspect this stuff is probably not good for long term inhalation. The next problem was how to get the guts out of the can. I sort of figured the seal held everything in and once that was released, presto. No such luck. I resorted to a 1/2" drill bit and started plugging away. I removed a lot of material, but it still wouldn't release until I got down further and discovered why.

  The whole bottom(or top) of the can has black wax in it. I remember this stuff from my semiconductor fab days. It's similar to sealing wax in that it's very brittle at room temperature and requires quite a bit of heat just to soften it. I tried a heat gun, but just couldn't generate enough heat to phase it. So I dragged out the hot plate. About 10 minutes of cooking(all this was done outside, by the way), I tipped the can over and the rest of the guts schlucked out. As a side note, I repeated this entire operation on a second can. Instead of drilling, I screwed a lag bolt down through the middle a few turns and pulled the guts out after a 10 minute period. Worked much better!

  Now I'm to the point where I will begin to stuff the new parts into the old can and seal everything up. I'll probably hot glue the caps together to make assembly a bit easier. I'm still working on an idea for reconnecting the leads to the outside. I also bought some aluminum two part epoxy putty to seal the cut. Home Depot carries it for repairing gutters and the like. It can be filed as desired after about an hour cure. I'm hoping it's a close match, but I'm not that fussy at this point. I'll update the list more when I finish this first can.

  So there ya have it. I guess I can understand why it's costly to have these rebuilt. If Frontier Electronics is really out of business, I know why. It's certainly a labor of love for me at this point. After disassembling the second can, I discovered one of the failure modes of these things. Right where the aluminum ribbon exists the wound roll, the electrolyte had eaten thru the strip, essentially disconnecting that section from the outside. I'm guessing maybe a bit of moisture leaked past the seal at that connection.

  I have not really touched on any safety during my experiments. If you try any of this at home, you are, of course, on your own. Dr. Barry could probably illuminate us with what's inside and just how harmful it is or isn't. I did have safety glasses on, a chemical painting mask, and leather gloves. I also washed my hands a lot. Good luck to anyone who tries it. It's fun and interesting. Hopefully I've saved some poor soul some time on what won't work and maybe someone will have some better suggestions as to what will. I'll keep ya posted.

-Jim N6SVS
james.reid@merisel.com

Date: Mon, 22 May 2000 14:45:01 -0500 (CDT)
Message-Id: <l03130301b54ef7ea8ff0@[199.34.24.204]>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: "Jay H. Miller" <jmiller@teleteam.net>
Subject: Dayton Report (long)

CONSULATE OF THE REPUBLIC OF TEXAS- May 22, 2000-- Dayton 2000 is history and, like the Millennium Bug, came off with few glitches and a great deal of general carousing and many happy people. The members of the Dallas Posse set up camp in our usual place in the Flea Market (the politically correct term we were informed was "Outside Vendor Area") just after noon on Thursday under threatening skies.

We did not heed our gut feelings about the weather (in Texas if you don't like the weather, just wait an hour and it will change) and left for dinner about 5pm. We returned to the site after a delicious Italian dinner at Dominick's and found that a Blue Norther had blown in and blew away our canopy along many others in the parking lot! A huge "thank you" goes to the kind people who picked up all our stuff and covered it. Several others were not so fortunate! It rained a little and the wind was fierce though by Friday morning it was starting to clear.

Business was very good on Friday with several inside and outside vendors reporting record days. I do not think it was very crowded and there were a hundred or so unsold outside spaces. Seemed like everybody brought along a lot of cash and many, many new HF rigs went home with new owners.

It was fun watching the buzzards (read Pro Dealers) circling! One could just watch them dive to the carrion and grab the prizes! Hey, this is the way to get goodies... he who hesitates (or sleeps late) looses. A great number of prize items never made it out of the trunk and quite a number of them wound up in other spaces with high prices. There was a good batch of Collins gear; most without price tags however. I did hear of a complete SC-101 being sold for $5000! Much National, Hammarlund and Heath as well. A Desk Kilowatt never made it out of the truck before being snapped up by a vulture for $2500 (or so it was reported). My own observation was that what was there was generally of lower overall quality than years past and was priced at or near Ebay. However some was indeed sold so go figure.

The weather turned pretty cold Saturday morning with a light mist and we shivered until about noon when the sun came out. Crowds were light on Saturday contrary to years past as the aisles were easily walkable. Inside Hara there were plenty of folks looking at the new rice boxes and goodies. A couple of vendors did not read the new rules and regulations and were locked out of the outside area at 7:30 Saturday morning. This caused a near fist fight near the big tents. The Dayton overseers did not back down and there was much bad feeling on this issue.

All in all, the weather was unsettled but certainly better than it could have been. Crowds and vendors were down but people were buying and I mean buying a lot. I found everything on my "want list" at the prices I expected pay. It never ceases to amaze me that with a little effort, good timing and shoe leather, one can find just about anything at Dayton.

Winner of our Most Offbeat Creature award went to the guy with the little radio controlled goat (yup, the four legged, can eating kind).

Most Unusual Costume-- the guy wearing the asbestos fire fighting suit, complete with head gear, during the brief shower Saturday morning.

Just Cute Award-- the military commo guys who showed up in the fully operational eastern European van.

Guy Who Will NOT Date Your Daughter Award-- anyone wearing a radio tower sprouting from his hat and there were more than a handful of these.

Just Gotta Have One Award-- the fellow selling the air raid sirens

Wish I Could Do Work That Well Award- the K6 with the maroon pickup sprouting all the antennas and absolutely first class wiring job inside the camper shell. I swear the guy could work anything from DC to satellite-- but how does he get through the drive up at McDonalds?

Other Winners: Folks selling ponchos, the people with the $20 aluminum cases, book sellers, anyone with heavy iron transformers, folks selling SP-600s.

A Few Losers: Folks selling sun block, those who slept late, anyone caught in the 5pm traffic leaving Hara, folks selling CB amps when the FCC's Riley Hollingsworth happened to walk buy!

A big thank you to everyone who stopped by our booth to buy the new Collins book, say hello, "set-a-spell" or just visit. Not being involved in any "organizational" activities this year left me a lot of time to browse and see many friends and watch people.

The evening activities were great as many of the special interest groups held banquets and get-togethers. Another good reason to go to Dayton.

On the way back Sunday we helped add a few callsigns to Dale Gagnon's AMI vintage station special event. Dale was manning the station inside the big tent and was responsible for a huge heterodyne pileup on 7290. Thanks Dale, it was just great.

After a 16 hour drive back to Dallas, the Suburban is now unloaded and I wonder how we could possibly manage to bring back more than we took!

Way to go everyone! Now let's get those boatanchors restored and on the air!
73

*********** jmiller@teleteam.net ***********
Jay H. Miller, KK5IM   Dallas, Texas
The Pocket Guide to Collins Amateur Radio Equipment
A Pictorial History of Collins Amateur Radios
ARRL * AMI#846 * DXCC
Home Page: http://www.teleteam.com/~jmiller/
***** Proud to be 100% Macintosh since 1984! *****

Message-Id: <3.0.1.32.20000522124647.0069bba0@pop.mindspring.com>
Date: Mon, 22 May 2000 12:46:47 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Gerald Morris <k6qy@mindspring.com>
Subject: WTB CE 458 VFO
Cc: baswaplist@foothill.net
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Greetings:

I have recently acquired a very nice Central Electronics 20A exciter. I am now in need of a VFO. What I am looking for is the BC458 conversion offered by CE in the 1950's. It consists of a modified Command Transmitter BC 458 mounted in a CE case nicely finished with a new dial etc. I would like to find a very nice one as the 20A is a beauty.

I am not interested in an unmodified Command set as I would not be the first one to start chopping on one. Only want one modified is our distant innocent past when Command sets were prolific.

If I can't find the CE VFO then a stable 5-5.5mcs of any manufacture might be OK. Tube type of course.

73   Gerald Morris K6QY

k6qy@mindspring.com

Date: Mon, 22 May 2000 13:22:03 -0700
From: Arden Allen <gumbear@pacbell.net>
Subject: Re: Rebuilding electrolytics (long)
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FUZ00C989XEKZ@mta3.snfc21.pbi.net>
MIME-version: 1.0
Content-type: text/plain; charset=ISO-8859-1
Content-transfer-encoding: 7bit

Hi Jim;

That's the electrolytic we all know and love (?). Yep, the eaten through aluminium ribbon jumpers from the foil to the terminals is the classic failure. I know from reading capacitor manufacturer's propaganda that the industrial grade 'lytics use a coating on those ribbons to forestall corrosion. Built in obsolescence for us consumer folk. The smell is probably from ethylene glycol, one of the electrolyte constituents I believe although I would also like to hear from Barry. That's what radiator coolent consists of and it is toxic to the system so don't ingest it. Just wash your hands when done handling it. My attempts at electroytic overhaul were very much like yours and I have yet to do it efficiently. I preferr to glue the mess back together with epoxy. RTV (silicone cement), unless you use the expesive electronic variety, contains acetic acid which will cause corrosion. I too prefer to cut the lip off that wraps around the external phenolic separator. I use a coarse file and just mill the edge down to zero and the lip comes off with mounting tabs intact. I use acetone to clean up the phenolic pieces. Trying to save the terminals is a frustrating business but judicious use of large size desoldering wick (with an appropriate size solder iron tip) to completely clean the terminals works well. After removing the solder carefully trim away the wire wrapped through the terminal holes with a sharp pointed pair of dykes (the MOST valuable tool in the BA restorer's arsenal, IMHO). If any of the terminals are shot you can make replacements out of brass sheet. I have a heat gun for stripping paint that heats the can enough to melt the black tar. Finding caps that fit is a pain in a tender place and I have been toying with the idea of making new "cans" from thin wall ABS or PVC pipe. I guess I could paint the finished product with aluminum paint to lend reality to the thing.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

From: "Rhett T. George" <rtg@ee.duke.edu>
Date: Mon, 22 May 2000 16:31:21 -0400
Message-Id: <200005222031.QAA09304@champ.ee.duke.edu>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Line regulators in NC

- Greetings -

Superior Electric Stabiline voltage regulator deliverable to DurHamFest. Rated 5 kVA, 1 phase, 195-255 V input, 230 V output adjustable from 220-240 v. Control board has 5U4, 6L6, and other good stuff. Twenty cents a pound for the first hundred pounds, remainder is free.

Have a second which is smaller, no id. Iron inside is considerable. Likely 2.5 kVA, other ratings similar. Tube types not known. $20.

Anyone seriously wanting one or both of these, please contact me
directly at rtg@ee.duke.edu.

73   Rhett - KE4HIH

Message-Id: <200005230012.UAA24149@hat-trick.atl.org>
From: "Bob Duckworth" <wb4mnf@atl.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: SS Rectifier replacement question
Date: Mon, 22 May 2000 14:18:28 +0100

OK Y'all

I've been thinking, no, not thought crimes, about this SS rectifier
business.
Also, been thinking about the newer line voltages being higher than in my
youth. Now I have a question begging erudition.

Say I yank the 5U4 and use the fil winding to affect a reduction in primary
turns knocking my effective primary voltage down by 5V.

This gives me about 4% reduction in the HT and other secondary offerings.
A good thing? The 5U4 curves show about 20 Volt drop over the rated
current range, regardless of voltage. Well as near as I can tell on the
tiny
RCA curves in the RX tube handbook. So at 500V were on the money.

Comments?

As an aside, if one is going to go the SS route:
One advantage of SS rectification is that it, inexpensively, allows using
more C in a C input filter without exceeding the hollow state current
limits
Using surplus switching PS caps which are much denser in C fits more
filter into the same space. The dropping R, if added can go between two
banks of caps making the DC more even and pure with fewer harsh
overtones resulting in greater transparancy without excessive brightness
;-)

-bob
wb4mnf

Message-ID: <005801bfc476$3bd89d20$884d62d8@naxs.com>
From: "Barry L. Ornitz" <ornitz@tricon.net>
To: Old Tube Radios <boatanchors@theporch.com>

Cc: "Arden Allen" <gumbear@pacbell.net>, <James.Reid@merisel.com>
Subject: RE: Rebuilding Electrolytics
Date: Tue, 23 May 2000 01:17:46 -0400
MIME-Version: 1.0
Content-Type: text/plain;
     charset="utf-7"
Content-Transfer-Encoding: 7bit

Jim, N6SVS, wrote:

+AD4-I have not really touched on any safety during my
+AD4-experiments. If you try any of this at home, you are, of
+AD4-course, on your own. Dr. Barry could probably illuminate
+AD4-us with what's inside and just how harmful it is or isn't.
+AD4-I did have safety glasses on, a chemical painting mask, and
+AD4-leather gloves. I also washed my hands a lot. Good luck
+AD4-to anyone who tries it. It's fun and interesting.
+AD4-Hopefully I've saved some poor soul some time on what won't
+AD4-work and maybe someone will have some better suggestions as
+AD4-to what will. I'll keep ya posted.

Well done, Jim.

What is inside is not exceptionally toxic, but you certainly want to keep it out of your eyes. I would say your precautions are excellent, and I am glad to see you included them. As Arden, KB6NAX, pointed out, the electrolyte can contain ethylene glycol (or propylene glycol or glycerin). These tend to keep the electrolyte moist. The main ingredient is usually boric acid. Gloves may not be absolutely necessary, but the +ACI-innards+ACI- usually have a few sharp edges and the gloves help protect your hands. Washing your hands well afterward is important. That black sealing wax (a polite way to say foul-smelling tar) can stink when hot so work in a well ventilated place.

I worry a little about potting new capacitors in epoxy and heavy metal or plastic casings. If the electrolytic ever fails, it can develop quite a bit of pressure from the release of gases. You need to provide a method for these gases to vent as a safety precaution. This is the reason for the rubber plugs in large +ACI-computer-grade+ACI- electrolytics. Perhaps a piece of aluminum foil can be glued down over a hole in the case to provide a low pressure vent.

73, Barry   WA4VZQ   ornitz+AEA-tricon.net

Message-ID: <392A1D85.171606FF@uswest.net>
Date: Mon, 22 May 2000 22:56:21 -0700
From: Ron Hershey <rhershey1@uswest.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Looking for type 913 tube
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I just acquired a matching pair of RCA vintage test units, a model 150 Test Oscillator and a model 151 Cathode Ray Oscillograph. Unfortunately, the oscillograph is missing its CRT. I know it's a long shot but I'm looking for a type 913 tube which is a 1" CRT in a metal 6L6-style octal package. Any help in finding one would be greatly appreciated.

regards,
Ron Hershey

Date: Tue, 23 May 2000 04:59:51 -0700
From: Arden Allen <gumbear@pacbell.net>
Subject: Re: Rebuilding Electrolytics
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FV000LLLHB40V@mta5.snfc21.pbi.net>
MIME-version: 1.0
Content-type: text/plain; charset=ISO-8859-1
Content-transfer-encoding: 7bit

Hi Barry;

> I worry a little about potting new capacitors in epoxy and
> heavy metal or plastic casings. If the electrolytic ever
> fails, it can develop quite a bit of pressure from the
> release of gases. You need to provide a method for these
> gases to vent as a safety precaution. ....

Good point! Exploding 'lytics can be pretty nasty. I have personal experience to relate: My first exploder was a vintage liquid unit with a top crimp. It went off like a Roman candle leaving a nasty looking stain on the ceiling. In the case of a large computer grade unit it too produced a geyser of hot electrolyte through the vent hole. Everything for several feet around took on a white cast as the electrolyte dried. But it's the little ones (like what goes inside a rebuilt can) that are more dangerous. A small unit, about the size of my thumb, went off like a cherry bomb and expelled its entire contents twenty feet away. And another one shot its end plug against the ceiling ricocheting around the lab. So the lesson to the reader is, if in doubt, wear a safety mask or glasses if there is any chance you are in harm's way.

In my scheme of rebuilding cans I only glue the phenolic wafers back into the can around the base rim, I do not pot the caps in the can. The vent passageway remains clear.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-Id: <200005231216.IAA25348@hat-trick.atl.org>
From: "Bob Duckworth" <wb4mnf@atl.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: SS Rectifier replacement question
Date: Tue, 23 May 2000 08:17:17 +0100

It was pointed out to me that the voltage drop in a rect tube is much greater than I was seeing on my curves. Pulled out a magnifying glass and yowsa, I was reading numbers wrong.

However, I still think it's a good idea from the standpoint of reducing heater volts on all the tubes to make up for the increased line voltage of present day relative to the past.

So, If I pull the rect from the Drake 1A and buck the primary with the 6.3V rect heater, I'm back to an effective 110V on the primary, down from todays 117V. Will still need to add an R to knock the HT down to design value. Less heat overall will be a good thing.

-bob

Date: Tue, 23 May 2000 08:26:13 -0500 (CDT)
From: Bob Roehrig <broehrig@admin.aurora.edu>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: SS Rectifier replacement question
Message-ID: <Pine.OSF.3.96.1000523082441.9179A-100000@admin.aurora.edu>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

On Mon, 22 May 2000, Bob Duckworth wrote:

> Say I yank the 5U4 and use the fil winding to affect a reduction in primary
> turns knocking my effective primary voltage down by 5V.
>
> This gives me about 4% reduction in the HT and other secondary offerings.

I don't think I would want to reduce the 6.3V much, unless it is high already.

"Nostalgia is a thing of the past"
E-mail: broehrig@admin.aurora.edu or k9eui@arrl.net   73 de Bob, K9EUI
CIS: Data / Telecom   Aurora University, Aurora, IL
630-844-4898 Fax 630-844-4222
PLEASE PUT ALL REPLIES IN ASCII TEXT ONLY

From: "Ed Tanton" <n4xy@att.net>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Boatanchors-Tempe" <BOATANCHORS@LISTSERV.TEMPE.GOV>,
"Boatanchors-Jack" <boatanchors@theporch.com>
Subject: RACAL spkr ID
Date: Tue, 23 May 2000 13:09:42 -0400
Message-ID: <CKEGICNFDIMCEKEDCEHFEEBFCIAA.n4xy@att.net>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

I have a RACAL MA6721 Rack mount dual speaker-can anyone tell me the impedance of the speakers? Thanks!

73 Ed Tanton <n4xy@arrl.net>   K2# 0057 (FT)

Technical Editor QRP ARCI "QRP Quarterly"

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Marietta, GA 30068-3466

website: http://www.qsl.net/n4xy/

Date: Tue, 23 May 2000 10:35:05 -0700
From: Arden Allen <gumbear@pacbell.net>
Subject: Re: RACAL spkr ID
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FV000FR6WTVS5@mta5.snfc21.pbi.net>
MIME-version: 1.0
Content-type: text/plain; charset=ISO-8859-1
Content-transfer-encoding: 7bit

Hi Ed;

> I have a RACAL MA6721 Rack mount dual speaker-can anyone tell me the
> impedance of the speakers?

If you mean the voice coil impedance just measure the resistance of the voice coil with an ohmeter. That will get you pretty close. Most of the impedance of a speaker is in the voice coil winding resistance. As you should know, speakers are inefficient transducers. Most of the power goes up in heat, ...in the voice coil.

Arden Allen   KB6NAX   Vallejo, CA   gumbear@pacbell.net

End of BOATANCHORS Digest 2899
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